



Ron Cumming spins his Fiat in front of the GT field at Scotscircuit.

although Nigel Hulme's much improved Lola T70 Spyder gave him a hard time towards the end. Hulme in the Home Tune car gallantly fought off Richard Knight's vivid green coupé version (the winning combination at Donington last time), the Winfield school proprietor admitting that he could not have tried any harder to catch his adversary. Richard Thwaites's super Chevron B8 was the last unslapped runner although Simon Phillips's Chevron B16 would have been in among the leaders but for piston ring failure and Andrew Fletcher's immaculate version had held its engine block in practice when it was third fastest.

Clubmans sports cars provided a fitting finale to three fraught days of action at Donington with four cars dicing for the lead for most of the race. Paul Gibson's smart Mallock seemed to have matters in hand despite the close attention of Sandy Watson's older car which had the U2s of Nick Bridge and Chris Hodgetts in tow. Gibson was chopped badly by a backmarker at Coppice on the eighth lap, braked hard to avoid the errant car and Watson, coping with an engine which died spasmodically and gearbox maladies, was through. Gibson countered at the chicane and regained the upper hand past the pits, meanwhile Bridge, his car jumping out of third gear, let Hodgetts through to third place, a concession which proved to his cost. Mayhem broke out when Gibson's car "swapped ends" at the Craner Curves on the penultimate lap, the Middlesborough man smiting the wall a heavy blow. Watson braked to avoid the incident, had his engine die again, and retired to the pits leaving a surprised Hodgetts ahead of Bridge at the flag. Richard Groombridge's clutchless Ellova-Gryphon lost out to Jon Britton's U2 on the final tour while Vernon Davies finished fifth after a spin.

Mike Donovan's Team Schuler U2 held a few lengths advantage over Dave Wale's Mallock throughout the race for FF1600-engined laurels although Peter Clark's splendid advance from the back of the grid — after a carburettor blockage in practice — would surely have had him amid this duel in normal circumstances. Clark finished just 5secs down but set fastest lap.

MARCUS PYE

SCOTCIRCUIT

Two for McGaughay

Spectators attending the Ritchies/Croall and Croall meeting at Ingliston last Sunday at least were able to enjoy delightful weather. Of the seven events, most became professional after the opening laps and racing, as such, was limited due to various incidents, none of which was serious, enabling proceedings to be completed most expeditiously by the SMRC. In the chase for championship points, Jim McGaughay (FES Renault 5TS) added further to his GT score with a couple of runaway wins, while Andy Barton continued his winning streak with a fine Libre victory.

The opening Formula Ford 10-tapper provided a somewhat fraught dice for the lead, with the PRS of Bryan Gowans on pole, being ousted by the determined driving of Stuart Roden, while Ralph Halley eased his Crosslé past the PRS of Alex McDonald, the quarter pulling away from Arch Cromar and John Dunn, who were soon to be overwhelmed by Iain Nicholson, his nose-less Hawke bearing witness to the closeness of the racing. Behind Kevin Crosthwaite snicked his Crosslé 25F inside the wide cornering Dulon of Ian McCloy and

gained fifth place when Halley retired, which was upgraded when Alex McDonald spun down the field on the penultimate lap.

Jim McGaughay stormed his FES Renault 5TS away from the remainder of over 1-litre GTs, leaving Ron Cumming (Fiat Coupé) and Alan Ritchie (Davrian) to have a lovely drive followed by the Davrian of Hugh McKinnon after he had settled with the Minis of Graham Stuppel and Jim Pinkerton. The former dropped from the reckoning with a dead engine, leaving the Mini of James Argo in sixth spot well ahead of the Crusader of Stan Share.

From the very healthy sports car grid, a fantastic three car dice developed for the lead as pole holder David Harrington (Mallock Mk23) sneaked the advantage from local hot shoes Jim Stevenson and John Fyda, all running 1.7 engines. Anyone led as the trio circulated almost abreast, until Stevenson's car contacted the rear of Harrington's, which slithered off at the Hairpin and left the Aberdonian with the advantage from Fyda, who took wide avoiding action and never regained the pace. Heading the 'B' cars in third place was the Mallock of John Mackie, who notched up a new lap record in keeping Richard Mallock at bay. Some way in arrears, the immaculate Chevron B52 of Laurence Jacobsen held a lonely fifth place from the similar car of Brian Stevenson, who had dropped the challenge of Graham Sword when his Mallock 16 lost power, elevating Jim Irwin and Sandy McEwan, while at the tail end, Richard Mitchell (Link 2000), John Clark (Chevron B52) and the Centaur of Bill Drummond fought to avoid last place.

Ken Murray hustled away his Davrian to take command of the large field of up to 1-litre GTs, pulling out a handsome lead and a new class lap record after an initial challenge from the Drambuie Davrian of Ian Forrest evaporated, his ill-luck taking the form of a parted gear linkage, this time. This let Kenny Coleman maintain his Davrian in second place from the like car of Harry Simpson, as George Coghill went racing from a lowly grid position in his Norfrost version winking the Surefreight Stiletto of Ricky Gauld from fourth place, it being

SCOTCIRCUIT (GB), Aug 16, SMRC

The Central Park Restaurant Trophy Race for Formula Ford 1600 (10 laps): 1, Stuart Roden (Van Diemen-Minster), 9m 14.9s, 66.32mph; 2, Bryan Gowans (PRS-Scholar), 9m 15.4s; 3, Iain Nicholson (Hawke-Scholar Mk21), 9m 20.3s; 4, Kevin Crosthwaite (Corsslé-Scholar 25F), 9m 23.0s; 5, Arch Cromar (March 708), 9m 24.2s; 6, Geordie Taylor (Merlyn-Minster Mk11), 9m 25.6s. **Fastest lap:** Gowans, 54.2, 68.41mph.

The Croall and Croall Trophy for over 1000cc GTs (10 laps): 1, Jim McGaughay, (1.9 FES Renault 5TS), 8m 30.8s; 2, Ron Cumming (1.9 Fiat Coupé), 9m 11.4s; 3, Alan Ritchie (1.1 Davrian), 9m 18.0s; 4, Hugh McKinnon (1.0 Davrian), 9laps; 5, Jim Pinkerton (1.3 Mini 'S'), 9laps; 6, James Argo (1.3 Mini 'S'), 9laps. **Over 1500cc:** 1, McGaughay; 2, Cumming; no other finishers. **Fastest lap:** McGaughay, 49.5S, 74.91mph. **1001-1500cc:** 1, Ritchie; 2, McKinnon; 3, Pinkerton. **Fastest lap:** Ritchie, 54.6s, 67.91mph.

The Autoglass Trophy for Sports Cars (12 laps): 1, Jim Stevenson (1.7 Mallock 21), 9m 50.3s; 75.38mph; 2, John Fyda (1.7 Mallock 18B), 10m 01.2s; 3, John Mackie (1.6 Mallock 21B), 10m 14.5s; 4, Richard Mallock (1.6 Mallock 21), 10m 17.7s; 5, Laurence Jacobsen (2.0 Chevron B52), 10m 28.1s; 6, Brian Stevenson (2.0 Chevron B52), 10m 33.8s. **Class A Clubmans:** 1, Stevenson; 2, Fyda; no other starters. **Fastest lap:** Stevenson, 47.7s, 77.74mph. **Class B Clubmans:** 1, Mackie; 2, Mallock; 3, Jim Irwin (1.6 Mallock U2). **Fastest lap:** Mackie, 50.4s, 73.57mph (class record). **Sports 2000:** 1, Jacobsen; 2, Stevenson; 3, Richard Mitchell (2.0 Link Sports). **Fastest lap:** Jacobsen, 51.1s, 72.56mph.

The Ritchies Trophy for GTs up to 1000cc (10 laps): 1, Ken Murray (1.0 Davrian MkVII), 8m 57.9s, 68.93mph; 2, Kenny Coleman (1.0 Davrian), 9m 04.1s; 3, Harry Simpson (1.0 Davrian Mk8), 9m 05.8s; 4, George Coghill (1.0 Davrian Mk7/8), 9m 09.7s; 5, Bill Donald (1.0 Hillman Imp), 9m 21.4s; 6, Ricky Gauld (1.0 Sunbeam Stiletto), 9m 25.3s. **Fastest lap:** Murray, 52.7s, 70.37mph (class record).

The Shell Super Championship for Formula Ford 1600cc (12 laps): 1, Tom Brown (Van Diemen-Scholar), 10m 41.1s; 69.41mph; 2, Roy Low (PRS-Minster RH01), 10m 46.2s; 3, Vic Covey (PRS-Auriga 81F), 10m 51.3; 4, Willie Hourie (Crosslé-Scholar 32F), 10m 52.6s; 5, Chic Stenhouse (Van Diemen-Scholar RF81), 10m 53.4s; 6, Wally Warwick (Van Diemen-Aldon), 10m 53.6. **Fastest lap:** Brown, 52.6s, 70.49mph.

The Mogil Trophy for Libre Cars (15 laps): 1, Andy Barton (2.0 March), 11m 19.2s, 81.89mph; 2, David Duffield (1.6 Ralt RT4), 11m 22.8s; 3, Dave Muter (1.6 Barton JTB3), 12m 01.6s; 4, Jim Stevenson (1.7 Mallock Mk21), 12m 04.4s; 5, Hugh Kerr (2.0 Chevron 43), 14laps; 6, Martin Dunn (2.0 Chevron B40), 14laps. **Over 1600cc:** 1, Barton; 2, Stevenson; 3, Kerr. **Fastest lap:** Barton, 44.4s; **Up to 1600cc:** 1, Duffield; 2, Muter; no other finishers. **Fastest lap:** Duffield, 44.4s.

The Ritchies/Croall and Croall Race for GTs, Final, (15 laps): 1, Jim McGaughay (1.9 FES Renault 5TS), 12m, 43.0s, 72.90mph; 2, Ken Murray (1.0 Davrian MkVII), 13m 20.5s; 3, George Coghill (1.0 Davrian Mk7/8), 13m 23.4s; 4, Kenny Coleman (1.0 Davrian), 13m 39.7s; 5, Alan Ritchie (1.1 Davrian), 13m 04.7s; 6, Bob Burgess (1.0 Hillman Imp), 13m 13.9s. **Over 1500cc:** 1, McGaughay; no other finishers. **Fastest lap:** McGaughay, 49.0s, 75.67mph. **1001-1500cc:** 1, Ritchie; 2, Jim Pinkerton (1.3 Mini); 3, Graham Stuppel (1.3 Mini). **Fastest lap:** Ritchie, 54.4s, 68.04mph. **Up to 1000cc:** 1, Murray; 2, Coghill; 3, Coleman. **Fastest lap:** Coghill, 52.0s, 71.31 (class record).

British Formula Atlantic Championship

After 11 of 13 rounds

1 Ray Mallock (Ralt RT4)	79
2 Alo Lawler (Ralt RT4)	58
3 Ian Flux (Ehrlich RP5)	34
4 Phil Dowsett (March 81A)	29
5 Ian Taylor (Tiga FA81)	20
6 David Duffield (Ralt RT4)	15
7 Geoff Byman (Lola T760G)	9
Richard Hawkins (Ralt RT1)	9
9 Colin Lees (Argo JM9)	8
10 Kim Mather (March 792)	7
Next round: Brands Hatch, Aug 30/31	

Sportscard

SCOTCIRCUIT continued

overwhelmed by the Imp of Bill Donald after going on to three cylinders on the run to the flag.

With the engine eligibility question from the July meeting still tumbling on, the Shell Super Motor Oil Formula Ford Championship 12-lapper promised well, with three of the cars involved in the 52s bracket in practice. However, Roy Low (PRS), burst away from the line chased by Tom Brown, who eased his Van Diemen into the lead after two laps, leaving Vic Covey (PRS) to settle a challenge to his third spot from Orkney driver Willie Hourie, whose Crosslé 32F kept ahead of the Van Diemens of Chic Stenhouse, Tony Allinson and Chris D'Agostino, until Wally Warwick surged through to collect sixth place. Strange as it may seem, it was all very gentlemanly and all cars finished the race.

Andy Barton continued his Oulton form, when after a slow start he slammed his March past the Caledon Coal Ralt of David Duffield to win the *Libre* event. Some way behind, Jim Stevenson was giving Dave Muter, in third place in the Barton JTB3, no peace trying to press his Mallock past, always to find the door shut by the experienced Seghill driver, the pair dropping the March 772P of George McMillan at the pits after six laps. A third battle group was headed by the Chevron B43 of Hugh Kerr from the B40 of Martin Dunn, who pulled in front of Formula Ford driver John Bothamley gingerly finding his way in Bob Leckie's March 792. Up front the race was settled when Duffield deranged his front wing after nudging the Armco, in his efforts to close on the flying Barton.

The GT 15-lap final was another McGaughay benefit, the FES Renault leaving the rest to their own devices. Ron Cumming spun his fearsome Fiat Coupé out of contention on the opening lap, leaving Ken Murray to lead the chase followed briefly by the Davrian of Harry Simpson, whose place was filled by George Coghill again really motoring his Norfrost car to lower further Murray's previously set record lap as he stormed away from Ken Coleman and Alan Ritchie.

BILL HENDERSON